

or a lock, and then raise or lower the water level to be even with the body of water they wished to traverse. This first set of locks was unfortunately destroyed in the War of 1812 and travelers were once again forced to carry their cargo by land. The present day lock system, mimicking the original design, was developed by civil engineers in 1850.

In 1852, Congress offered a large public land deal as payment to any company that would construct the new lock designed to continue commerce between the lakes. The Fairbanks Scale Company agreed to the proposal in 1853 because of its mining interests in the Upper Peninsula. On May 31st 1855, two 350 foot long locks were given to the State of Michigan. The State instituted a small toll in the early years of the lock for maintenance but in 1877, when commerce exceeded the capability of the locks, the State recognized that a new set of locks was necessary.

In 1881, the locks were transferred to the Federal government under the U.S. Army Corps of Engineers. Since that time, the Soo Locks have operated toll-free with two canals and four locks that included the Davis, Poe, MacArthur and Sabin locks.

The value of the Soo Locks was never fully appreciated until World War I. As the United States was attacked, it became necessary for America to build the "arsenal of democracy". To build the world's arsenal, America needed steel for its ships, guns, tanks and vehicles. In order to make that steel, America needed to mine the iron ore rich regions of Minnesota and Michigan's Upper Peninsula. The only practical way to move the massive volume and weight of iron ore was by ship from Lake Superior, through the Soo Locks, down the St. Mary's River and out to Lake Huron, Michigan, Ontario, and Erie to the steel mills of Pennsylvania, Ohio, Michigan, Indiana and Illinois.

As the war's demand for iron ore was at its greatest, Congress authorized a new Soo Lock capable of handling the 640 foot ships loaded with up to 17,500 tons of iron ore during the 1942 Maritime Class. America worked around the clock to build the new lock to hold the iron ore boats that stoked the war machine.

With the end of World War II, the importance of the Soo Locks did not diminish. As trade and steel demand increased a new even larger lock was needed. In 1965, Congress authorized a new 1000 foot Super Lock. As with all the locks, the new lock was named after the engineer in charge of the Soo Lock, General Orlando M. Poe, also known for his eight lighthouses that grace Michigan's waterways.

The Poe Lock is the largest lock in the Western Hemisphere and the busiest lock in the world. Each year, 80 to 90 million tons of freight move through the Soo Locks. Still today, more than 70 percent of the raw materials needed to make steel pass through the locks, as does low sulfur coal and grain exports. The Great Lakes shipping industry helps sustain thousands of jobs in mining, construction, steel making and a multitude of support industries. In fact, shipping is so important to our economy that just one 1000 foot ore boat can deliver enough iron ore to build 60,000 cars.

Currently, 2/3 of all freight is restricted to the 32 year-old Poe lock, which is the only lock capable of handling 1000 foot ore boats. Without this lock, the steel, coal and grain indus-

tries would be helpless. Recognizing this, Congress authorized construction of another "Poe" size lock in 1986. Over the last eight years, I have been proud to secure funding for preconstruction, planning, engineering and design for the new lock. Since 2003 alone, over \$10 million have been secured toward the construction of this new lock. I am pleased that the States of Michigan, Illinois and Pennsylvania recognize the economic importance of this additional lock by contributing their non-Federal cost shares to the project and encourage the other Great Lakes States to join us in securing the necessary funding to build this new lock.

Mr. Speaker, I ask the United States House of Representatives to join me in congratulating the historic engineering marvel we call the Soo Locks as they celebrate 150 years of exploration, commerce and trade. This engineering wonder has provided a proud past of innovation to evolve into the critical link to deliver the arsenal of democracy during world wars and the economic feasibility for the steel, coal and grain industries now and into the future. From the Anishnabe Tribe of Native Americans to the men and women who first explored, built and operated the locks; to the City of Sault Ste. Marie and her people; to a Nation at war; to tomorrow's commerce that flows to and from Lake Superior to the other four Great Lakes; the Soo Lock have withstood the test of time by meeting the demands of a great Nation, to traverse the "rapids" of history always opening its lock to a brighter future for America. Once again with the help of the United States Congress, I hope to continue the legacy of the Soo Locks by providing the resources to build another super lock that will ensure another successful 150 years of waterborne commerce by and through the Soo Locks located at Sault Ste. Marie, Michigan.

COMMENDING LULA TAYLOR AS
THE RECIPIENT OF THE WOMAN
OF ACHIEVEMENT AWARD

HON. BRIAN HIGGINS

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Tuesday, June 21, 2005

Mr. HIGGINS. Mr. Speaker, I rise today to commend the exemplary public service of Lula Taylor, a resident of the Chautauqua County city of Jamestown, upon the occasion of her receiving the Woman of Achievement Award.

Lula Taylor graduated from Newton Central High School in Newton, North Carolina. After graduation, she attended cosmetology school and ran her own beauty shop. Lula met and married her husband Vivian, and moved to Jamestown where she attended Jamestown Community College. They have a son and a daughter and two grandchildren, Michael and Claudine.

Throughout her entire life Lula has been a woman to go against the flow and break down barriers. This is evident in her career and her social life. Lula was the first African-American woman to be hired at Proto Tool Division of Ingersoll Rand Corporation in 1964 and worked there until her retirement. She is the first African-American woman to be elected to any county legislature in New York. These two achievements have paved the way for others to follow their dreams and not give in to adversity.

Lula is one woman who never stops working for the things she believes in. She serves on the County Human Service Committee, Chautauqua County Board of Health, Chautauqua County Health Network Inc. Advisory Board, Office for the Aging Advisory Board, County Home Advisory Board, Safe House Committee, and is an AIDS Awareness Advocate.

When it comes to her heritage Lula works tirelessly. She has created numerous displays on African-American History, led tours for the Underground Railroad Tableau Steering Committee, Chautauqua County Black History Committee and is a founder of the Ebony Task Force. She is a member of the Blackwell Chapel, A.M.E. Zion Church. In the 1980's she stood up against adversity to coach and manage the Love School girl's softball team. This allowed girls to work as a team in a multi-ethnic situation. In 1985, she was instrumental in planning the first Martin Luther King Jr. celebration. Since then the celebration has grown considerably each year. On May 13, 2003, Lula and her husband Vivian were recognized by the New York State Democratic Rural Training Forum as the 2004 Chautauqua Democrats of the Year.

Lula is a woman of very strong conviction. Whenever there is something negative rearing its ugly head she is the first one to take a stand and put a positive spin on it. A perfect example of this was when the Nushawn Williams case sent Jamestown into a hot bed of negative publicity. Lula took that and turned it into a positive educational experience for everyone. She has worked so hard to lessen any racial tensions that exist. She has successfully brought together a very multiethnic team of girls in softball and has let her own voice be heard loudly in a predominantly Swedish and Italian community. Lula Taylor is an amazing woman and I am proud, Mr. Speaker, to have an opportunity to honor her today.

IN HONOR AND RECOGNITION OF
U.S. MARINE STAFF SERGEANT
DAN PRIESTLY

HON. DENNIS J. KUCINICH

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Tuesday, June 21, 2005

Mr. KUCINICH. Mr. Speaker, I rise today in honor and recognition of United States Marine Sergeant Dan Priestly of Parma, Ohio, as we unite as a community to offer him our deepest gratitude for his dedicated service, and extend to him a warm welcome home.

Sergeant Priestly bravely and selflessly heeded the call to duty in Iraq, where he endured immense personal sacrifice on behalf of our country. On May 7, 2005, he was severely wounded when a roadside bomb exploded near his vehicle. Sergeant Priestly sustained major injuries to both legs, and has undergone weeks of intensive medical treatment and physical therapy.

As he journeys forward in his medical recovery, Sergeant Priestly consistently displays an unwavering resolve to heal—a determination energized and strengthened by the love of his family and friends. Sergeant Priestly lives his life with great joy and a deep sense of giving. His courageous spirit has bolstered his well-being and continues to be a source of inspiration for all.